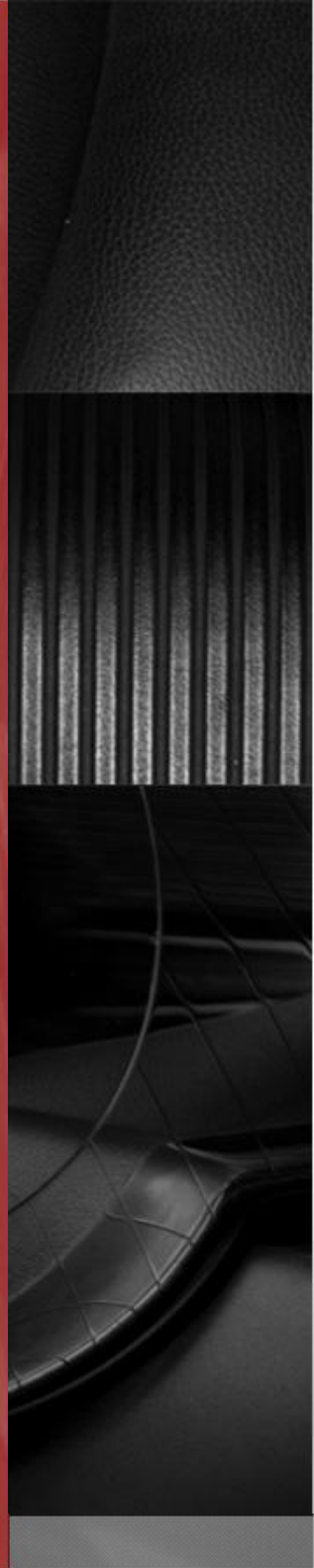


# **CLARKSTON'S STREETSCAPE INITIATIVE**

**PRESENTATION TO CITY COUNCIL**

**Keith Barker, City Manager**





# BIG PICTURE

- **Goal**
  - Economic development
  - Downtown revitalization
  - Walkable community
  - Planning for the city's prosperity
- **Requires substantial “stakeholder” involvement**
  - Mayor and Council
  - Business community
  - Citizen/Neighborhood groups
  - Regulatory agency interaction
- **These and other issues to be discussed at the January retreat**



# BIG PICTURE

- The first step towards achieving this goal was the 2006 LCI study
- Receiving the 2006 earmark has accelerated the infrastructure component
- 2006 earmark is Clarkston's "golden opportunity" to get started now

## Risk

- Existing earmarks with no activity are "ripe" for re-appropriation
- Likelihood of any significant transportation funding forthcoming for Clarkston in the future (other than the ARC Grant) is non-existent!!



# CLARKSTON COMMUNITY TRANSPORTATION “GATEWAY” IMPROVEMENTS

- See maps

## Streetscape Project Scope:

- East Ponce from North Indian Creek to Montreal (*ARC Implementation Grant*) *Exhibit D*
- Montreal Rd from E. Ponce to North Indian Creek
- Church St from North Indian Creek to Norman Rd
- Market St from East Ponce to Rowland
- North Indian Creek from Montreal to East Ponce
- East Ponce @ Market Street Gateway Features
- East Ponce at North Indian Creek Gateway Features
- East Ponce de Leon from North Indian Creek to I-285
- Market St from East Ponce to North Indian Creek
- Church St from near I-285 to North Indian Creek
- RR XX Protection Ramps (2)
- Norman Rd from Church St to Milam Park including Dam Repairs/Replacement

**Strategy is to MAXIMIZE available financial resources to accomplish these improvements**



# PURSUIT OF FUNDING OPPORTUNITIES HAS BEGUN

- ARC Transportation Implementation Grant Application Submittal on Sept 23rd – see application
  - Project Identified as .....*“East Ponce from NIC to Montreal Rd”*
- With all the potential choices identified above, why this section? Several reasons:
  - LCI grant requirements most applicable to this section – bus stops, adjacent to downtown, touches two Gateways – Market @ East Ponce and NIC @ East Ponce
  - ARC funds for “Construction Phase Only”



# PURSUIT OF FUNDING OPPORTUNITIES HAS BEGUN

- Maximize flexibility by using LCI funds on a project with well-defined project limits
  - Not using Federal funds.....Very restrictive timing and sequencing
- No comingling of earmark funds with this phase – clear and separate project – City can jump start project by hiring engineering firm to improve opportunities to have project ready for ROW acquisition and construction ahead of schedule



# PURSUIT OF FUNDING OPPORTUNITIES HAS BEGUN

- What is the estimated project cost?
  - Refer to page 16 of the grant application
- Clarkston's match requirements approximately \$900,000
- Decision by council on State Road and Toll way Authority Loan program
  - Low interest loan – essentially a line of credit, must begin drawdown within 3 years
  - Can pay back over 10 to 20 year time period
  - Application to be submitted by end of November
- Need to wait for ARC decision on LCI awards – award notifications by November 23rd, prior to submitting SRTA Loan Application



# IMPLEMENTATION OF REMAINING PROJECTS USING FEDERAL EARMARK

- What is the estimated cost to design, purchase right of way and construct the other 11 project phases

## Conceptual estimates:

- Construction Cost → \$4,592,500
- 10% Contingency (utilities, etc.) → \$459,250
- Construction Adm. (inspection, etc.) → 252,588
- Right-of-Way Acquisition and Adm. → \$275,000
- Design Fees → 606,210
- **TOTAL (est.) \$6,185,548**

# A NEW SOURCE OF FUNDING FOR THE CITY!!

**You Won't Believe  
How Much Free Money  
**YOU**  
Can Get Today!**



**Click Here  
to Claim Yours!**

**NOT REALLY – BUT IT SOUNDS NICE!**



# CITY'S FINANCIAL OBLIGATION ON THE REMAINING STREETSCAPE PROJECTS?

- Construction Cost + 10% contingency = \$5,051,750
- Application of \$3,560,000 earmark (construction phase only)
- (Construction cost estimate) ..... \$5,051,750
- (Deduct federal earmark) ..... <\$3,560,000>
- (required const. match on earmark) ... + \$98,000 – “Eco-Parking Lot”
- (required const. match on earmark) ... +\$771,200 – “Clarkston Streetscape”
- (add design fees) ..... +\$606,210
- (add construction adm. costs) ..... +252,588
- (add approx. right-of-way costs) ..... +\$275,000
- **TOTAL (est.) \$3,494,548**



## ***COST TO BUILD ALL STREETScape PROJECTS WORSE CASE SCENARIO***

- East Ponce from NIC to Montreal → \$900,000 (SRTA Loan)
- For Earmark Projects → \$3,494,548 (SRTA loan?)
- **TOTAL ..... \$4,394,548**
- **But .....there is hope to reduce the city's financial obligation**



# POTENTIAL FUNDING SOURCES TO REDUCE THE CITY'S FINANCIAL OBLIGATIONS

- **FOR EARMARK PROJECTS: \$3,494,548**
- <\$875,000> (deduct for North Indian Creek TIA-2010 if passes July 2012)
  - Church St. to Montreal – DeKalb Co.
- <\$500,000> (deduct for potential CDBG grant 2013 for Norman Rd)
- **TOTAL \$2,119,548**
- APPLY FOR SRTA LOAN – cost for application review of \$250 (no obligation to use “line of credit” if award is made to the City – only cost is closing fees if loan is actually processed)
- Apply 15% TIA allocation to City of Clarkston – 10 years – Approximately \$1,000,000
- Pursue additional ARC Implementation Grants in the future for other phases



# NEXT STEPS

## For ARC Grant Project

### Direction from City Council required

- Process SRTA Loan Application for ARC Grant after November 23rd but before mid December - \$900,000
- Engineering and ROW acquisition is entirely the city's responsibility
- Prepare RFP and advertise for engineering design services for ARC Grant project – After January retreat
- City can procure engineering services for the other streetscape projects to decrease engineering fees – would not be feasible if using LCI monies to fund engineering

# ADDITIONAL CONSIDERATIONS

## January Retreat Discussions

### ■ Examples:

- Modify project scope through reducing the number of streetscape projects from 11 to 9

### Remove

- Montreal Rd from East Ponce de Leon to North Indian Creek
  - Church St from I-285 to North Indian Creek?
- Projects are less visible as Gateway roads to Clarkston
  - This reduces streetscape project costs by approximately **\$1,100,000**
  - Reduces City's financial obligation from **\$2,119,548 (slide #12)** to approximately **\$1,119,548**
    - $(\$2,119,548 - \$1,000,000 = \$1,119,548)$



# Additional Considerations

- Pursue same recommendations as on Slide #12
- Once streetscape project list is identified;
  - Ask GDOT to merge “City Streetscape” earmark into ‘Eco Parking Lot’ earmark
  - “New” earmark project must be incorporated into the ARC Regional TIP – process by which the City project **must be programmed** with all other federal funded projects in the metro area
  - ARC staff must be aware of this request by early 2012 to ensure the City can begin to officially move forward with the project (for GDOT to begin reviewing design plans over the next 2 years)
- **Direction from City Council Required on SRTA loan**